

INFORMATION REPORT

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COUNTRY Poland

SUBJECT The Russian Harbor
Area in Szczecin

PLACE [REDACTED] 25X1A

DATE OF INFO. [REDACTED]

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NO. OF ENCLS. 1 sketch
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO. 25X1X

1. The Russian harbor area in Szczecin includes the so-called "Central Harbor" with surrounding sites with railroad tracks, etc., and is bordered to the south by the Parnitz River. The whole area is enclosed by a fence and is closely guarded. The sketch appended at the end of the report shows the buildings and cranes located inside the area.
2. The work force inside the area consists of about one thousand German dock hands, about two hundred Poles, and a variable number of Polish dock hands. The crane operators and repairmen are picked men. The work goes on in three shifts, changing at 0700, 1500, and 2300 hours.
3. Security is very strict. All passes are inspected at the entrance and the foreman for the different crews are personally responsible for their people. At the beginning and end of each shift they have to deliver a list to the Russian guard for a check-up of the crews.
4. Activity in the harbor has sometimes been relatively great. Last summer, among other things, five or six ships, each of about 5,000-6,000 tons, went to Italy with scrap iron. On account of their deep draft these ships regularly had to complete their loading at the docks farther out in the harbor, where the depth is greater. In the course of 1947-1948 several hundred cylinders (iron or steel), about 2 meters in diameter and about 4 to 4 1/2 meters in length, were shipped from Szczecin. The cylinders were sent to Russia on board Russian ships, which for this purpose had special fastening devices rigged on deck. Each ship took up to seven or eight of the cylinders.
5. Upon arrival at and departure from Szczecin harbor the ship's crew is lined up on deck for inspection of passes. Upon going ashore, in addition to the usual pass, one also must have a special shore leave pass which is given out by the immigration officer (attached to WOP), stamped by the ship dispatcher, and signed by the ship's captain. Before departure the ship is inspected by special patrols, usually consisting of one officer and three or four privates or petty officers. The inspection for stowaways is usually casual, but at times it can be very stringent. It is presumed that the WOP men are paid in proportion to the number of stowaways they uncover. The compensation may be in the form of higher pay or advancement or by getting permission to wear naval uniform, which is considered a great honor. The customs men in Szczecin are thought to be considerably more strict than their colleagues in Gdynia.

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Document No. *002*

NO CHANGE in Class. ☐

☒ DECLASSIFIED

Class. CHANGED TO: TS S C

Auth: DDA Memo 4 Apr 77

Date: 2 MAY 1979 By: *015*

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

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CENTRAL INTELLIGENCE AGENCY

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25X1A

6. Entrance to and departure from Szczecin is usually not allowed when it is dark.
7. The harbor administration in Szczecin is divided into two parts: one for the west side of the channel and one for the east side. The chief of the west side administration is Mr. Palica, a pleasant gentleman in his forties who apparently is politically neutral. At least he is very careful about his observations. Entrance and departure clearance of ships inside the Russian-controlled area is carried out by the state ship dispatching firm Navigator, while the work of loading and unloading is carried on under the direction of the state forwarding firm Hartwig.
8. The silo marked on the sketch is not in operation, since the machinery has been taken away by the Russians. It is used for storing fodder and fertilizers.

Key to Sketch of Russian Harbor Area in Szczecin

- A. Barracks for the housing of WOP troops (outside the fence).
- B. Barracks for Russian guard crews. Is used by the Russians when they are on watch; they live outside the harbor area at other times.
- C. Guard House.
- D. Repair workshop for cranes.
- E. Russian offices for the harbor administration.
- F. Fenced-in area with a warehouse (presumably old government stores).
- G. Bunkering (sic) machine which is permanently located here.
- H. Warehouse, now in ruins.
- J. Large five-story building with three cranes (P) on top (one is destroyed).
- K. Office building.
- L. Storage place, principally used for storing salt.
- M. Storage place for piece goods. Half the building is used as Russian offices, rest rooms for the Germans, and dining room for the Polish workers.
- N. Four $2\frac{1}{2}$ -ton cranes.
- O. One 5-ton crane and one $2\frac{1}{2}$ -ton crane.
- P. Above-mentioned cranes on top of the building, maximum capacity 2 tons.
- R. Two cranes, probably 2-tons.
- S. Two cranes, probably $1\frac{1}{2}$ -tons.
- T. Storage place, cement.
- U. Two cranes, probably $2\frac{1}{2}$ tons.
- W. The gate.

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Attachments: 1 sketch

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~~SECRET~~/CONTROL - U.S. OFFICIALS ONLYCENTRAL INTELLIGENCE AGENCY
ATTACHMENT ISZCZECIN HARBOR AREA
UNDER RUSSIAN CONTROL

—— RAILROADS

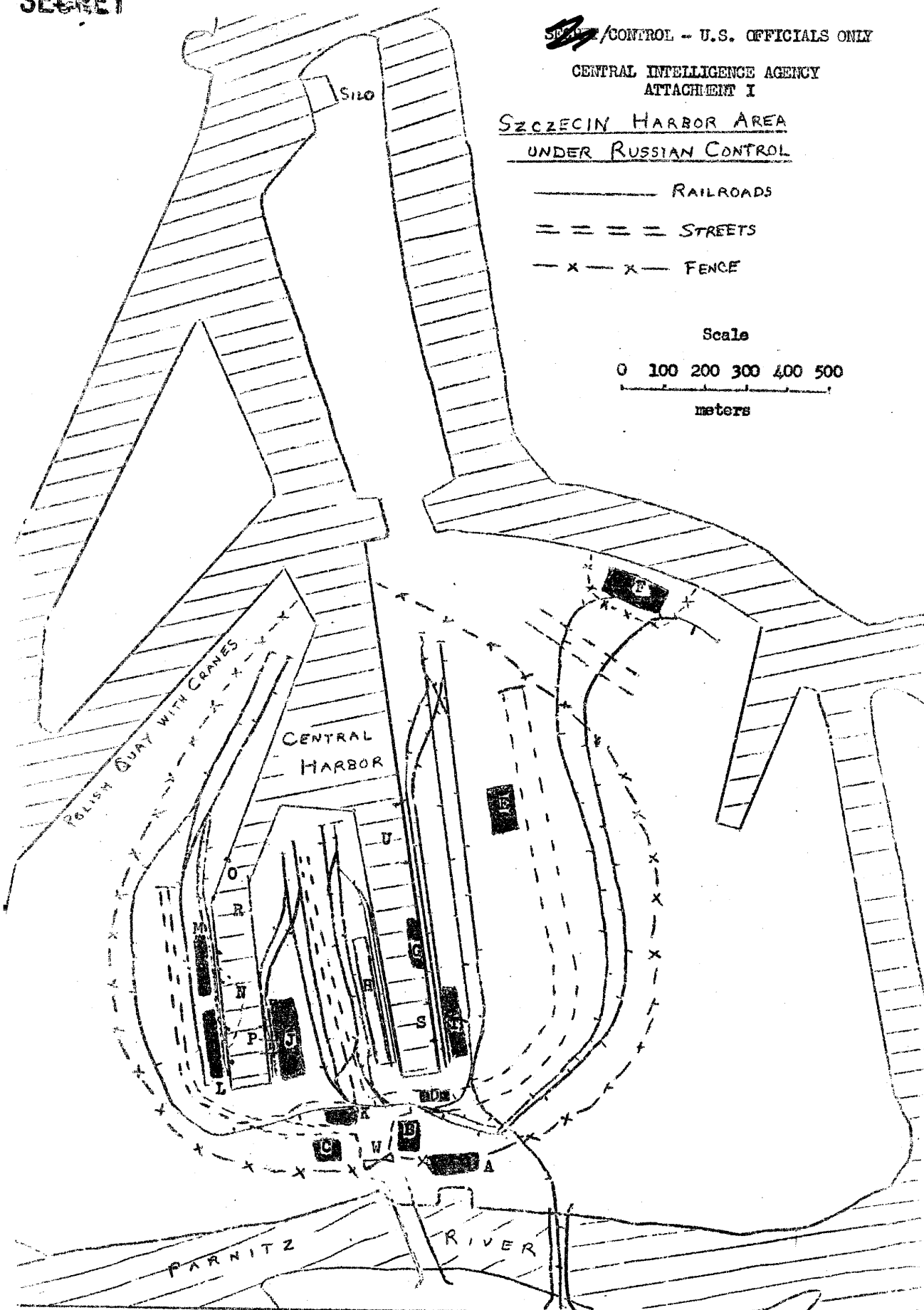
= = = = STREETS

- x - x - FENCE

Scale

0 100 200 300 400 500

meters

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